

# GUARDING THE COAST.

Work Performed by the United States Life-Saving Service on Ocean, Lake and River.

The work of the life-saving service of the country during the past year has been so creditable as to be highly pleasing to the governmental officials here. There have been fewer disasters and more lives saved on the coast in the last year than ever before in the history of the country. Without question the life-saving service of the United States is the superior of that of any Nation in the world. This is demonstrated every day.

Many stories are told, and many novels written of the hardy and sturdy volunteer life savers of England, but these veterans do not compare with the trained, brave life crews of our own country.

During the fiscal year 1895-'96 there were 4620 disasters on the coasts of the British isles. Despite the efforts of the life savers 458 lives were lost. Along the immense coast of this country, including also the great lakes, there were, during the same period, 680 disasters and only twenty lives lost. The figures of rescues are not given, but the lives saved by American life savers are far in excess of the number saved by the English.

There are 256 life-saving stations in this country. Of these fifty-five are on the lakes. There are only fourteen stations on the Pacific coast, and these do comparatively little work. Few disasters are credited to this coast. The Cape Cod district of this country is the worst of any section, furnishing more disasters than the same stretch of any other part of the United States.

From the eastern extremity of the coast of Maine to Race Point on Cape Cod, a distance of 415 miles, there are but sixteen stations, ten of these being located at the most dangerous points on the coast of Maine and New Hampshire, which, although abounding with rugged headlands, islets,

tained cisterns are provided for water caught from the roof. There surmounts every station a lookout or observatory, in which a day watch is kept. The roofs upon the stations on those portions of the coast exposed to view from the sea are usually painted dark red, which makes them distinguishable a long distance off shore. They are also marked by a flagstaff sixty feet high, used in signaling passing vessels by the international code.

The stations (other than the house of refuge) are generally equipped with two surf boats (supplied with oars, life boat compass and other outfit), a boom carriage, two sets of breeches-buoy apparatus (including a Lyle gun and accessories), a cart for the transportation of the apparatus, a life-car, twenty cork jackets, two heaving sticks, a dozen Coston signals, a dozen signal rockets, a set of the signal flags of the international code, a medicine chest with contents, a barometer, a thermometer, patrol lanterns, patrol checks or patrol clocks, the requisite furniture for rude housekeeping by the crew and for the succor of rescued people, fuel and oil, tools for the repair of the boats and apparatus and for minor repairs to the buildings, and the necessary books and stationery. At some of the stations the Hunt gun and projectiles are supplied, and at a few the Cunningham rocket apparatus. To facilitate the transportation of boats and apparatus to scenes of shipwreck a pair of horses is also provided at stations where they cannot be hired, and to those stations where the supplies, mails, etc., have to be brought by water, a supply boat is furnished.

All the stations on the ocean coast of Long Island, twenty-nine stations on the coast of New Jersey, nine stations on the coast between Cape Henlopen and Cape Charles, and all the



THE SURF BOAT.

rocks, reefs and intricate channels that would naturally appear to be replete with dangers, are provided with numerous harbors and places of shelter in which, upon short notice, vessels can take refuge. The portion of the Massachusetts coast included, although less favored with safe resorts, enjoys the excellent guardianship of the Massachusetts Humane Society—a venerable institution, operating under the volunteer system. On account of this protection, the general government has deemed it proper to place its stations within this territory only at points where wrecks are unusually frequent; at least, until other dangerous parts of the coast shall have been provided for.

The life-saving stations upon the ocean beaches are generally situated among the low sand-hills common to such localities, sufficiently back of high-water mark to be safe from the reach of storm tides. They are plain structures, designed to serve as barracks for the crews and to afford convenient storage for the boats and apparatus. Most of those upon the Long Island and New Jersey coasts have been enlarged from the boat houses



THE MORTAR.

put up to shelter the boats and equipments provided for the use of volunteers before regular crews were employed. Those built later are more comely in appearance, while a few, located conspicuously at popular seaside resorts, make some pretensions to architectural taste. They are all designated by names indicating their localities.

In the majority of stations the first floor is divided into four rooms—a boat room, a mess room (also serving for a sitting room for the men), a keeper's room and a store room. Wide, double-leaved doors and a sloping platform extending from the sills to the ground permit the running out of the heavier equipments from the building. The second-story contains two rooms; one is the sleeping room of the men, the other has spare cots for rescued people, and is also used for storage. The more commodious stations have two additional rooms—a square room and a kitchen. In localities where good water cannot be otherwise ob-

stations between Cape Henry and Hatteras inlet are connected by telephone lines.

The station buildings upon the coast are all constructed with a view to withstand the severest tempests. Those located—as many necessarily are—where they are liable to be undermined or swept from their positions by the ravages of storms and tidal waves, are so strongly put together that they may be overthrown and sustain but trifling injury. There are instances on record where they have been carried a long distance inland—in one case a half a mile—without sustaining material damage. This substantial construction also enables them to be easily and cheaply moved when threatened by the gradual encroachment of the sea, which, upon many sections of the coast, effects in the course of years great changes in the configuration of the coast line.

At Louisville, Ky., are dangerous falls in the Ohio River, across which a dam has been constructed. Navigation there is dangerous, and a station is established. The floating station at Louisville is a scow-shaped hull, on which is a house of two stories, surmounted by a lookout. Besides the housekeeping furniture there are but few equipments; two boats, called life skiffs, and two reels, each with a capacity to hold a coil of five-inch manilla rope, and so placed in the boat room that a boat can be speedily run out from either, or, if desired, that they can be run out of the boat room, with the lines upon them, for use elsewhere. The station is usually moored above the dam at a place which will afford the readiest access to boats meeting with accident, but it can be towed from place to place when necessity requires, as was the case in the great floods of 1833-'34, when it was of incalculable service in rescuing people from the upper stories and roofs of their inundated dwellings, and in distributing food to the famishing. On these two calamitous occasions the crew of this station rescued and took to places of safety over 800 imperiled persons—men, women and children—among them many sick and infirm—and supplied food and other necessities to more than 10,000.

The number of men composing the crew of a station is determined by the number of oars required to pull the largest boat belonging to it. There are some five-oared boats in the Atlantic stations, but at all of them there is at least one of six oars. Six men, therefore, make up the regular crews of these stations, but a seventh man is added on the first of December, so that during the most rigorous portion of the season a man may be left ashore to assist in the launching and beaching of the boat and to see that the station is properly prepared for the comfortable reception of his comrades and the rescued people they bring with them on their return from a wreck; also to aid in doing the extra work that severe weather necessitates.

Where the self-righting and self-bailing boat, which pulls eight oars, is used, mostly at the lake stations, a corresponding number of men is employed.



THE BREECHES BUOY.

The crews are selected by the keepers from able-bodied and experienced surfmen residing in the vicinity of the respective stations.

Each station has a keeper who has direct control of all its affairs. The position held by this officer will be recognized at once as one of the most important in the service. He is, therefore, selected with the greatest care. The indispensable qualifications for appointment are that he shall be of good character and habits, not less than twenty-one nor more than forty-five years of age; have sufficient education to be able to transact the station business; be able-bodied, physically sound, and a master of boat-craft and surfing.

Upon original entry into the service a surfman must not be over forty-five years of age, and sound in body, being subjected to a rigid physical examination as to expertness in the management of boats and matters of that character by the inspector of the district.

Only Nine Years Old and Swam the Tennessee.

Lizzie Hagar, aged nine, is now the pride of Hill City, near Chattanooga, Tenn. She swam the Tennessee River one day recently. At the point where the feat was performed the river is three-fourths of a mile wide, and she was in the water nearly half an hour. The feat was made more remarkable for so young a swimmer by the fact that she accomplished it without resting, and almost wholly by straightforward swimming. She changed her position by floating occasionally, but she kept on progressing.

The feat was performed on a wager made by her father that she could accomplish it. He followed close in her wake in a skiff, so as to be on hand if

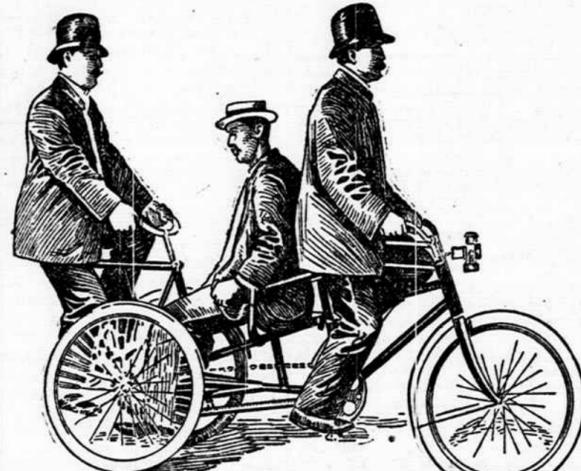


LIZZIE HAGAR.

she took swimmer's cramp or met with any accident. Lizzie learned to dive and swim before she was seven years old, and is never happier than when indulging in her favorite pastime.

According to recent Government tests by Lieutenant Vladimiroff, of the Russian Navy, pure caoutchouc should stretch seven times in length without breaking.

## TRICYCLE PATROL FOR TAKING PRISONERS TO THE POLICE STATION.



It is in active use by the Dayton (Ohio) police department, and affords a quick and convenient method of handling an arrest.

## TINIEST HORSE IN THE WORLD.

A Shetland Pony That is no Bigger Than a St. Bernard Dog.

The tiniest horse in the world is only twenty-one inches in height, and is the property of the Marchese Carcano, a celebrated nobleman horse-fancier, whose four-in-hand of small Shetland ponies have taken first prizes at every horse fair in Europe for four or five years.

The Marchese Carcano told the Rome correspondent of the New York World that he is about to make a tour of the world with his team of Shetland ponies, and will also take with him his smallest horse, Leo, which has won the gold medal at the Milan.

Leo, the smallest horse, is a full-grown animal which has been reared on the stock farms of the Marchese, and is the surprising result of a number of interesting experiments. The smallest Shetland ponies are never under eight hands high, which is equal to thirty-two inches, and is eleven inches taller than Leo. The latter is no less remarkable for his perfect



SMALLEST HORSE COMPARED WITH A DOG.

symmetry than for his minute proportions. He is a beautiful chestnut, with shaggy tail, which reaches almost to the ground. His neck measures ten inches, and his head from his face is just about six inches. From his fore-legs to the hindlegs Leo measures just as much as his height, and his chunky legs are exactly ten inches long.

## What Some Plates Cost.

The plates that are most popular among multi-millionaires are of Minton ware. They cost \$2740 each. A plate of plain gold costs just about the same sum. They are very handsome, as they well might be at the price. These gems for the tables of the rich have an exquisite painting in the centre of each. They are painted by the celebrated Bouliniere, and the designs are taken from old miniatures. The coloring of these little pictures is simply exquisite, and every tiny detail of the face, hair and costume is worked out with the daintiness of perfection. The picture is surrounded by a lace-like pattern in raised acid gold. The edges of the plates are open work in a lace design, decorated with a running pattern in gold.

## The Bishop and His Bun.

The Bishop of Worcester, England, once had occasion to travel through Banbury by rail. Being desirous to test and at the same time to encourage the far-famed industry of that town, and the train having stopped for a short time at the station, he beckoned to a small boy standing near at hand and inquired the price of the celebrated buns. "Threepence each," said the boy. The Bishop thereupon handed him sixpence and desired him to bring one to the car, and adding: "And with the other threepence you may buy one for yourself." The boy shortly returned, complacently munching his Banbury, and handing the threepence in coppers to the Bishop, exclaimed: "There was only one left, gov'nor."—Baptist Union.

## A Musical Mousetrap.

Acting upon the idea that mice are very sensitive to music a Belgian manufacturer has substituted a musical mousetrap for the common trap. Instead of baiting the apparatus with a bit of cheese or lard the inventor has hidden in a double bottom a small music box, which plays automatically various popular airs of the country. The mice, he insists, are drawn irresistibly toward the music box, and in order to hear better they step into the trap and find themselves prisoners!

Five and a half ounces of grapes are required to make one glass of good wine.

# THE REALM OF FASHION.

Jaunty Jacket for Misses.  
This jaunty little top garment, says May Manton, is made of satin-faced cloth in the deep shade of red known as Boreaux, the decoration consisting of



MISSSES' JACKET.

black silk braid. The loose fronts close at the neck only, but the back is made snug by means of a centre-seam, side-back and under-arm gores. The neck finishes with a close standing collar. The back shows the regulation coat laps and plaits and in the front useful pockets are inserted and

To make this basque for a woman of medium size will require three yards of forty-four-inch material, or two and one-half yards, with five-eighths of a yard of contrasting material for the full front.

## The New Headgear.

Much of the new elaborate headgear is large in size, the hats tilted well to one side over the ear, the other side rolled high or arched in an upward direction. This model can be worn by a young and beautiful girl with an abundance of wavy hair, but there are others who have elected for the style, and as one beholds the courageous wearer one is moved to look the other way. Above a solemn-visaged face, where time has left its sad, unmistakable impress, a tip-tilted hat laden with flowers, laces and feathers is not attractive, and the wearer thereof furnishes only food for reflection to the general observer, and inspiration and delight for the artist of the funny newspaper, seeking whom he may caricature.

## Fashions in Furs.

As to furs, sealskin, astrakhan, Arctic fox, Persian lamb, sable and ermine, are shown by the big furriers. Chinchilla is much more costly than it has been for seventeen years, and chinchilla of fine quality is very hard to get. The Arctic fox in blue gray is a novelty and very handsome.



LADIES' BOLERO WAIST.

are covered with pocket laps. The sleeves are two-seamed and follow the arm closely above the elbow, standing out above in a puff of exceedingly moderate dimensions after the fashion of the day.

The mode is adapted to all manner of light-weight cloakings in covert, ocheviet, serge, etc. While braid is the accepted trimming the garment may be simply finished with machine stitching. When developed in military, hussar or postman's-blue the effect is exceedingly good.

To make the jacket for a miss of fourteen years will require one and three-eighths yards of fifty-four-inch material.

## A Bolero Waist.

Silver-gray cashmere and almond-taffeta silk are the materials represented in the stylish basque, depicted in the large illustration and described by May Manton. The loose portion of the bodice made of the taffeta and trimmed with lines of bebe ribbon that hold to position the ruffles of cream-white lace. The foundation consists of a glove-fitted body lining that is adjusted by the usual number of seams and double bust-darts, and closes invisibly at the centre-front. The full-fronts are gathered at the neck and at the waist, and may close invisibly at the centre front, as illustrated, or on the left shoulder, arm's-eye and under-arm seam. A distinctive feature of this design is the dressy little bolero which is included in the shoulder and under-arm seams and has the free edges decorated with ribbon in two widths. Smooth under-arm gores separate the fronts from the back, which shows two plaits on each side of the centre-back, extending from the shoulders to the waist, where they are brought close together.

The waist is encircled by a wide black satin girdle that is deepest at the centre-front, where three chic bows form the finish. The collar consists of a plain, close band, overlaid with a stock of satin, surmounted by a full ruche of lace. The mousquetaire sleeves are mounted upon two-seamed linings and are decorated at the wrists with a deep frill of lace and bands of bebe ribbon. The mode can be developed in all seasonable fabrics, and may be composed of two or even three materials, as combinations are the order of the day.

Comfortable Dressing Sacque.  
The practical garment here shown suggests ease and comfort. As represented, it is made of spotted dimity, trimmed with embroidered edging and insertion.

The adjustment is extremely simple, being accomplished by means of a centre-back seam, side and shoulder seams, with an under-arm dart that renders the garment close fitting at the back, with rippling fullness below the waist line. The fronts are loose fitting, and show gathers at each side of the centre-front, where the closing is effected with buttons and button-holes. The neck is completed by a neat rolling collar. The strings of pale blue taffeta ribbon are inserted in the under-arm seams and are carried forward to the centre of the waist, where they are stylishly bowed, and serve to confine the fullness at this point. The sleeves are two-seamed and gathered at the top, while the wrists are neatly decorated with lace and insertion.

Cashmere, challies and all soft woolen textures are appropriate for making, as well as flannel, in either



A DRESSING SACQUE OF SPOTTED DIMITY.

outing or French styles. More elaborate sacques can be made of surah, India, China or foulard silks. To make this sacque for a woman of medium size will require five and one-fourth yards of 22-inch material.